



ANNO VICESIMO TERTIO & VICESIMO QUARTO

VICTORIÆ REGINÆ.

Cap. cxcvi.

An Act for making a Railway from the *Great Western Railway* to the Town of *Faringdon*, to be called “*The Faringdon Railway.*”

[13th August 1860.]

WHEREAS the making of a Railway, with all proper Works and Conveniences connected therewith, commencing by a Junction with the *Great Western Railway* at or near the Sixty-sixth and One Quarter Mile Post thereon measuring from *London*, in the Township of *Balking* otherwise *Baulking* and County of *Berks*, and terminating at or near the Town of *Faringdon* in the same County, would be of great local and public Advantage: And whereas the Persons herein-after named, together with others, are willing at their own Expense to carry such Undertaking into execution, and it is expedient that they should be incorporated for this Purpose: And whereas the said proposed Railway might be beneficially maintained and worked in connexion with the said *Great Western Railway*, and it is expedient that Provision should be made authorizing the *Great Western Railway Company* to enter into Agreements with the Company for those Purposes, and that other Provisions should be made in reference thereto: But the Objects aforesaid cannot be effected without the Authority of Parliament: May it therefore please Your Majesty that it may be enacted; and be it

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enacted

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enacted by the Queen's most Excellent Majesty, by and with the Advice and Consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the Authority of the same, as follows :

- Short Title. I. In citing this Act for any Purpose whatever it shall be sufficient to use the Expression "The *Faringdon Railway Act, 1860.*"
- "The Company." II. Where in this Act the Words "the Company" occur the same shall mean the Company incorporated by this Act.
- 8 & 9 Vict. cc. 16. 18. and 20. incorporated. III. "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," and "The Railways Clauses Consolidation Act, 1845," shall be incorporated with this Act.
- Subscribers incorporated. IV. *Daniel Bennett, Robert Campbell, Henry Saint John Medley, Joseph Clark, Thomas Belcher the younger, Robert Charlwood, Edwin Ballard, Jeremiah Smith, George Frederick Crowdy, George James Haines,* and all other Persons and Corporations who have already subscribed or shall hereafter subscribe to the Undertaking, and their Executors, Administrators, Successors, and Assigns respectively, shall be and are hereby united into a Company for the Purpose of making and maintaining the Railway herein-after described, with all proper Works and Conveniences connected therewith, to be called "the *Faringdon Railway,*" and for the Purposes herein and in the Acts herewith incorporated contained such Company shall be incorporated by the Name of "the *Faringdon Railway Company,*" and by that Name shall be a Body Corporate, with perpetual Succession and a Common Seal, and shall have Power to purchase, acquire, and hold Lands and Heritages for the Purposes of the Undertaking, subject to the Provisions of this Act and the Acts incorporated herewith.
- Capital. V. The Capital of the Company shall be Twenty-two thousand five hundred Pounds.
- Number and Amount of Shares. VI. The Number of Shares into which the Capital shall be divided shall be Two thousand two hundred and fifty, and the Amount of each Share shall be Ten Pounds.
- Calls. VII. Two Pounds *per Share* shall be the greatest Amount of any One Call which the Company may make on the Shareholders, and Four Fifths of the Amount of a Share shall be the utmost aggregate Amount of Calls that may be made in any One Year upon any Share, and Two Months at the least shall be the Interval between successive Calls.
- Power to borrow on Mortgage. VIII. It shall be lawful for the Company to borrow on Mortgage any Sums not exceeding in the whole the Sum of Seven thousand five hundred

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hundred Pounds; but no Part of the said Sum shall be borrowed until the whole of the said Capital of Twenty-two thousand five hundred Pounds shall have been subscribed for, and until One Half thereof shall have been actually paid up, and until they shall prove to the Justice who is to certify, under the Fortieth Section of "The Companies Clauses Consolidation Act, 1845," that the whole of the said Capital of Twenty-two thousand five hundred Pounds has been subscribed for *bonâ fide*, and is held by Subscribers or their Assigns, and for which such Subscribers or their Assigns are legally liable.

IX. The Money by this Act authorized to be raised by the Creation of Shares and by borrowing shall be applied only to the Purposes authorized by this Act. Application of Money raised under this Act.

X. The Mortgagees of the Company may enforce the Payment of the Arrears of Principal and Interest due on their respective Mortgages by the Appointment of a Receiver; but in order to authorize the Appointment of such Receiver the Amount owing to the Mortgagees by whom Application for such Receiver shall be made shall not be less than One thousand Pounds in the whole. Arrears may be enforced by Appointment of a Receiver.

XI. It shall not be lawful for the Company, out of any Money by this Act authorized to be raised by Calls in respect of Shares, or by the Exercise of any Power of borrowing, to pay to any Shareholder Interest or Dividends on the Amount of the Calls made in respect of the Shares held by him in the Capital by this Act authorized: Provided that nothing herein-before contained shall be deemed to prevent the Company from paying to any Shareholder such Interest on Money advanced by him beyond the Amount of the Calls actually made as shall be in conformity with the Provisions in "The Companies Clauses Consolidation Act, 1845," in that Behalf contained. Interest not to be paid on Calls paid up.

XII. It shall not be lawful for the Company, out of any Money by this Act authorized to be raised, to pay or deposit any Sum of Money which, by any Standing Order of either House of Parliament now in force or hereafter to be in force, may be required to be deposited in respect of any Application to Parliament for the Purpose of obtaining an Act authorizing the Company to construct any other Railway or execute any other Work or Undertaking. Deposits for future Bills not to be paid out of Company's Capital.

XIII. The First Ordinary Meeting of the Company shall be held within Three Months next after the passing of this Act, and the subsequent Ordinary Meetings of the Company shall be held half-yearly, in the Months of *March* or *April*, and *August* or *September*, and all Ordinary Meetings of the Company shall be held in *Faringdon* or *London*, unless when otherwise specially appointed by the Directors. Meetings of the Company.

XIV. The

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Quorum of
General
Meetings.

XIV. The Quorum of every General Meeting of the Company shall be Ten Shareholders present, personally or by Proxy, holding in the aggregate not less than Two thousand Pounds in the Capital of the Company.

Number and
Qualification
of Directors.

XV. The Number of Directors shall be Eight, and the Qualification of a Director shall be the Possession in his own Right of not less than Ten Shares in the Capital of the Company.

Power to
reduce
Number of
Directors.

XVI. It shall be lawful for the Company to reduce the Number of Directors, provided that the reduced Number be not less than Four.

First Direc-
tors.

XVII. *Daniel Bennett, Robert Campbell, Henry Saint John Medley, Joseph Clark, Thomas Belcher the younger, Robert Charlwood, Edwin Ballard, and Jeremiah Smith,* shall be the first Directors of the Company.

First
Election of
Directors
by Share-
holders.

XVIII. The Directors appointed by this Act shall continue in Office until the First Ordinary Meeting to be held after the passing of this Act; and at such Meeting the Shareholders present, personally or by Proxy, may either continue in Office the Directors appointed by this Act, or any Number of them, or may elect a new Body of Directors, or Directors to supply the Places of those not continued in Office, the Directors appointed by this Act being eligible as Members of such new Body.

Subsequent
Election of
Directors
by Share-
holders.

XIX. At the First Ordinary Meeting to be held in the Year next after the Year in which such last-mentioned Directors shall have been appointed or elected, and in every Year thereafter, the Shareholders present, personally or by Proxy, shall elect Persons to supply the Places of the Directors then retiring from Office, agreeably to the Provisions in "The Companies Clauses Consolidation Act, 1845," contained; and the several Persons elected at any such Meeting, being neither removed nor disqualified, nor having resigned, shall continue to be Directors until others are elected in their Stead in manner provided by the said last-mentioned Act.

Quorum of
Meetings.

XX. The Quorum of a Meeting of Directors shall be Three.

Quorum of
Meetings of
Committees.

XXI. The Quorum of Meetings of Committees of Directors shall be a Majority of the Members of which such Committees consist respectively.

Periods for
balancing
Books of
Company.

XXII. The Periods to which the Books of Accounts of the Company shall be brought to a Balance shall be the Thirty-first Day of *December* and the Thirtieth Day of *June* in each Year, and the Periods
at

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at which the Shareholders of the Company shall be entitled to the Inspection of such Books shall be Fourteen Days before and Fourteen Days after each of the Ordinary Meetings of the Company.

XXIII. All Advertisements relating to the Affairs of the Company shall be inserted in at least One Newspaper published in the County of *Berks*. Newspaper for Advertisements.

XXIV. Whereas Plans and Sections of the Railway hereby authorized, showing the Line and Levels thereof, and also a Book of Reference to the said Plans containing the Names of the Owners or reputed Owners, Lessees or reputed Lessees, and Occupiers of the Lands and Hereditaments through which the same is intended to pass, have been deposited with the Clerk of the Peace for the County of *Berks* at his Office in *Abingdon* in the same County: It shall be lawful for the Company, with the Powers of Deviation and other Powers and subject to the Provisions of this Act and the Acts herewith incorporated, to make and maintain in the Line and upon the Lands delineated on the said Plans and described in the said Book of Reference, and according to the Levels defined on the said Sections, the Railway herein-after described, and all proper Works and Conveniences in connexion therewith, and to enter upon, take, and use such of the said Lands and Hereditaments as shall be necessary for the said Purposes. Power to make Railway according to deposited Plans.

XXV. The Railway to be made and maintained under the Authority of this Act shall be the following; (that is to say,) Line of Railway.

A Railway commencing by a Junction with the Rails of the *Great Western* Railway at a Point within the Limits of Deviation defined on the Plans at or near the Sixty-sixth and One Quarter Mile Post on the *Great Western* Railway measuring from *London*, in the Township of *Balking* otherwise *Baulking* and County of *Berks*, and terminating at the Town of *Faringdon* in or near a certain Close or Piece of Meadow or Pasture Land known by the Name of the *Butt's Close* situate on the East Side of *Butt's Lane*, claimed to be the Property of Mr. *James Reynolds*, and in the Occupation of Mr. *John Hookins*, in the Parish of *Great Faringdon* and County of *Berks*, which proposed Railway will be situate in, or will pass from, through, or into the several Parishes, Townships, and Places of *Balking* otherwise *Baulking*, *Uffington*, *Fernham*, *Shrivenham*, *Shellingford*, *Little Coxwell*, and *Great Faringdon*, or some of them, all in the County of *Berks*.

XXVI. The Railway by this Act authorized may be constructed upon the Broad Gauge of Seven Feet. Railway may be on Broad Gauge.

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XXVII. The

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Regulating
Junction
with the
Great
Western
Railway.

XXVII. The Junction by this Act authorized to be made with the *Great Western Railway* shall be made and completed in a substantial and workmanlike Manner, by means of Connexion Rails and Switches of approved Construction, at the Sight and to the Satisfaction of the Engineer for the Time being of the *Great Western Railway Company*, and according to a Plan to be approved of by him previously to the Commencement of the Works connected with such Junction, or in case of Difference according to a Plan to be approved of by an Engineer to be appointed by the Board of Trade, on the Application of either Party, previously to the Commencement of such Works.

Lands and
Works of
Great
Western
Company
not to be
interfered
with except
for forming
Junction.

XXVIII. Except as by this Act specially provided, and except so far as necessary for the Purpose of making and maintaining the Junction before mentioned in the Manner by this Act provided, and the necessary Works connected therewith, nothing herein-before contained shall be held to authorize the Company to enter upon, purchase, take, or use any Lands or Property belonging to the *Great Western Railway Company* within Six Feet of the outside Rails of their Railway, or to alter or otherwise interfere with the Line or Levels of the *Great Western Railway*, or in any Manner to interrupt or interfere with the Traffic passing on the said Railway, without the previous Consent in Writing of the *Great Western Railway Company* in every Case first had and obtained; and the Company shall bear all the Expenses of effecting such Junction as aforesaid, and of maintaining and working the same, and of the necessary Works for preventing Danger, Inconvenience, or Interruption to the Traffic on the said *Great Western Railway*, and shall also, at their own sole Cost and Charges, construct and for ever after maintain such and so many Signals, Turn-tables, Sidings, and other Works and Conveniences as may be necessary in connexion with the said Junction, for preventing Danger, Interruption, or Inconvenience to the Traffic of the said *Great Western Railway*: Provided that if any Difference shall arise between the Company and the *Great Western Railway Company* as to the Nature or Necessity of any such Works, Matters, or Things aforesaid, the same shall be referred to Arbitration, or to the Decision of an Engineer to be appointed by the Board of Trade, at the Option of the *Great Western Railway Company*: Provided always, that in the event of that Company not declaring their Option within Eight Days of their being required by the Company so to do, it shall be lawful for the Company to apply to the Board of Trade for the Appointment of such Engineer.

Lands for
extraor-
dinary
Purposes.

XXIX. The Company may purchase by Agreement and hold any Quantity of Land adjoining or near to the Railway for the extraordinary Purposes mentioned in "The Railways Clauses Consolidation Act, 1845," not exceeding in the whole One Acre.

XXX. The

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XXX. The Company and all Persons having or claiming Right to demand any Tolls or Charges on Goods or other Articles which may be conveyed to or from the Town of *Faringdon*, or on or along the Railway, whatever the Nature or Extent of any such Rights may be, may contract and agree for the Purchase, Acquisition, Sale, Transfer, and Extinguishment thereof, and any such Persons may take and accept Mortgages of the Company, Shares in the Undertaking, or annual or other Payments in Compensation for any such Tolls, Charges, or Rights to be purchased, conveyed, acquired, sold, transferred, or extinguished.

Company and other Persons may agree for Purchase, &c. of Lands and other Rights.

XXXI. The Powers of the Company for the compulsory Purchase of Lands for the Purposes of this Act shall not be exercised after the Expiration of Two Years from the passing of this Act.

Powers for compulsory Purchases limited.

XXXII. The Railway hereby authorized shall be completed within Three Years from the passing of this Act, and on the Expiration of such Period the Powers by this Act or the Acts incorporated herewith granted to the Company for executing the Railway, or otherwise in relation thereto, shall cease to be exercised, except as to so much of the Railway as shall then be completed.

Period for Completion of Works.

XXXIII. It shall be lawful for the Company to demand and recover any Tolls for the Use of the Railway and Works hereby authorized, not exceeding the following; (that is to say,)

Tolls.

First, in respect of Passengers conveyed in Carriages upon the said Railway or any Part thereof, as follows:

In respect of Passengers.

For any Person conveyed in or upon any such Carriage, *per* Mile Twopence; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum *per* Mile of One Penny:

Second, in respect of the Tonnage of all Articles, Matters, and Things conveyed upon the said Railway or any Part thereof, as follows:

In respect of Merchandise.

For all Dung, Compost, and all Sorts of Manure, Lime and Limestone, and all undressed Materials for the Repair of public Roads or Highways, *per* Ton *per* Mile Twopence; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile of One Penny:

For all Coal, Coke, Culm, Charcoal, and Cinders, all Stones for building, pitching, and paving, all Bricks, Tiles, Slates, Clay, Sand, Ironstone and Iron Ore, Pig Iron, Bar Iron, Rod Iron, Hoop Iron, and all other similar Descriptions of Wrought Iron and Iron Castings not manufactured into Utensils or other Articles of Merchandise, *per* Ton *per* Mile One Penny Halfpenny; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile of One Penny:

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For all Sugar, Grain, Corn, Flour, Hides, Dyewoods, Earthenware, Timber, Staves, and Deals, Metals (except Iron), Nails, Anvils, Vices, and Chains, *per Ton per Mile* Twopence; and if conveyed in Carriages belonging to the Company, an additional Sum *per Ton per Mile* of One Penny:

For all Cotton and other Wools, Drugs, manufactured Goods, and all other Wares, Merchandise, Fish, Articles, Matters, or Things, *per Ton per Mile* Fourpence; and if conveyed in Carriages belonging to the Company, an additional Sum *per Ton per Mile* of One Penny:

For every Carriage, of whatever Description, not being a Carriage adapted and used for travelling on a Railway, and not weighing more than One Ton, carried or conveyed on a Truck or Platform, *per Mile* Sixpence; and if weighing more than One Ton, One Penny Halfpenny *per Mile* for every Quarter of a Ton or fractional Part of a Quarter of a Ton which any such Carriage may weigh:

In respect of
Animals. Third, in respect of Animals conveyed in Carriages upon the said Railway or any Part thereof, as follows:

For every Horse, Mule, Ass, or other Beast of Draught or Burden conveyed in or upon any such Carriage, *per Mile* Fourpence; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum *per Mile* of One Penny:

For every Ox, Cow, Bull, or Neat Cattle conveyed in or upon any such Carriage, *per Mile* Twopence; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum *per Mile* of One Penny:

For every Calf, Pig, Sheep, Lamb, or other small Animal conveyed in or upon any such Carriage, *per Mile* One Penny; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum *per Mile* of One Halfpenny.

Charge for
propelling
Power.

XXXIV. The Tolls which the Company may demand for the Use of Engines for propelling Carriages, Waggon, or Trucks shall not exceed One Penny *per Mile* for each Passenger or Animal or for each Ton of Goods or other Articles, in addition to the several other Tolls or Sums by this Act authorized to be taken.

Limiting
Charges for
the Convey-
ance of
Passengers.

XXXV. It shall not be lawful for the Company to demand or receive any greater Sum in respect of the Carriage of Passengers conveyed on the said Railway by this Act authorized than Threepence *per Passenger per Mile* in respect of any Passenger travelling in a First-class Carriage, Twopence *per Passenger per Mile* in respect of any Passenger travelling in a Second-class Carriage, and One Penny Halfpenny *per Passenger per Mile* in respect of any Passenger travelling in a Third-class

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class Carriage, including the Charges for the Use of Carriages and locomotive Power, and all other Charges incidental to such Conveyance, unless in the Case of Passengers travelling by Special Trains.

XXXVI. It shall not be lawful for the Company to demand or receive, in respect of the several Articles, Matters, and Things and of the several Descriptions of Animals herein-after mentioned, conveyed on the Railway by this Act authorized, any greater Sum, including the Charges for the Use of Carriages, Waggon, or Trucks, and for locomotive Power, and all other Charges incidental to such Conveyance, than the several Sums herein-after mentioned; (that is to say,)

Limiting
Charges for
Conveyance
of Articles
and Animals.

For Dung, and all other Articles, Matters, and Things herein-before classed therewith, *per Ton per Mile* Twopence :

For Coals, and all other Articles, Matters, and Things herein-before classed therewith, *per Ton per Mile* Twopence Halfpenny :

For Sugar, and all other Articles, Matters, and Things herein-before classed therewith, *per Ton per Mile* Fourpence :

For Cotton, and all other Articles, Matters, and Things herein-before classed therewith, *per Ton per Mile* Fourpence Halfpenny :

For every Carriage, of whatever Description, not being a Carriage adapted and used for travelling on a Railway, and not weighing more than One Ton, carried or conveyed on a Truck or Platform, *per Mile* Sixpence; and if weighing more than One Ton, One Penny Halfpenny *per Mile* for every Quarter of a Ton or fractional Part of a Quarter of a Ton which any such Carriage may weigh :

For every Horse, Mule, Ass, or other Beast of Draught or Burden, *per Mile* Fivepence :

For every Ox, Cow, Bull, or Neat Cattle, *per Mile* Threepence :

For every Calf, Pig, Sheep, Lamb, or other small Animal, *per Mile* One Penny Halfpenny :

XXXVII. The following Provisions and Regulations shall be applicable to the fixing of the Tolls and maximum Charges herein-before specified; (that is to say,)

Regulations
as to Tolls.

For Persons, Animals, Articles, Matters, and Things conveyed on the Railway for a less Distance than Three Miles the Company may demand Tolls as for Three entire Miles :

For a Fraction of a Mile beyond Three Miles or beyond any greater Number of Miles the Company may demand Tolls on all Animals Articles, Matters, and Things for such Fraction in proportion to the Numbers of Quarters of a Mile contained therein, and if there be a Fraction of a Quarter of a Mile such Fraction shall be deemed a Quarter of a Mile; and in respect of Passengers every Fraction of a Mile beyond an integral Number of Miles shall be deemed a Mile :

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For a Fraction of a Ton the Company may demand Tolls, according to the Number of Quarters of a Ton in such Fraction, and if there be a Fraction of a Quarter of a Ton such Fraction shall be deemed a Quarter of a Ton :

With respect to all Articles, except Stone and Timber, the Weight shall be determined according to the usual Avoirdupois Weight :

With respect to Stone and Timber, Fourteen Cubic Feet of Stone, Forty Cubic Feet of Oak, Mahogany, Teak, Beech, or Ash, and Fifty Cubic Feet of any other Timber, shall be deemed One Ton Weight, and so in proportion for any smaller Quantity.

Small Par-
cels and
single
Articles of
great
Weight.

XXXVIII. With respect to the Carriage of small Packages and single Articles of great Weight, the Company may lawfully demand Tolls not exceeding the following ; (that is to say,)

For any Parcel not exceeding Seven Pounds in Weight, Fourpence :

For any Parcel exceeding Seven Pounds but not exceeding Fourteen Pounds in Weight, Sixpence :

For any Parcel exceeding Fourteen Pounds but not exceeding Twenty-eight Pounds in Weight, Eightpence :

For any Parcel exceeding Twenty-eight Pounds but not exceeding Fifty-six Pounds in Weight, One Shilling :

For any Parcel exceeding Fifty-six Pounds but not exceeding Five hundred Pounds in Weight the Company may demand any Sum not exceeding Two Shillings which they may think fit :

Provided always, that Articles sent in large aggregate Quantities, although made up of separate Parcels, such as Bags of Sugar, Coffee, Flour, and the like, shall not be deemed small Parcels, but such Term shall apply only to single Parcels in separate Packages :

For any One Boiler, Cylinder, or single Piece of Machinery, or single Piece of Timber or Stone, or other single Article, the Weight of which, including the Carriage, shall exceed Four Tons but shall not exceed Eight Tons, the Company may demand such Sum as they think fit, not exceeding One Shilling *per Ton per Mile* :

For the Carriage of any single Piece of Timber, Stone, Machinery, or other single Article, the Weight of which, including the Carriage, shall exceed Eight Tons, the Company may demand such Sum as they think fit.

Restrictions
not to apply
to Charges
by Special
Trains, or
where fixed
by Agree-
ment.

XXXIX. The Restrictions herein-before contained as to the Charges to be made for Passengers, Animals, Articles, Matters, and Things shall extend only to Express and ordinary Trains, and not to any Special Train, and shall not prevent the Company from taking increased Charges for the Conveyance of such Animals, Articles, Matters, and Things by Agree-

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Agreement with the Owners or Persons in charge thereof, either in respect of the Conveyance of such Animals, Articles, Matters, and Things (except small Parcels) by Passenger Trains, or by reason of any other Special Service performed by the Company in relation to such Animals, Articles, Matters, and Things.

XL. Every Passenger travelling upon the Railway by this Act authorized may take with him his ordinary Luggage, not exceeding One hundred and twelve Pounds in Weight for First-class Passengers, One hundred Pounds in Weight for Second-class Passengers, and Sixty Pounds in Weight for Third-class Passengers, without any Charge being made for the Carriage thereof. Passengers Luggage.

XLI. The Company and the *Great Western Railway Company* may from Time to Time enter into Agreements with each other with respect to the following Purposes or any of them; (that is to say,) Power to the Company and the *Great Western Railway Company* to enter into Working Agreements, &c.

The Use and working by the *Great Western Railway Company* of all or any Part of the Railway of the Company, and the Use of the Works and Conveniences belonging thereto :

The Conveyance by the *Great Western Railway Company* of the whole or any Part of the Traffic upon the said Railway :

The Division and Apportionment of such Traffic between the Company and the *Great Western Railway Company* :

The Supply of any Rolling or Working Stock required for such Purposes or any of them :

The Use or Purchase by the Company of the Rolling or Working Stock belonging to the *Great Western Railway Company*, or any Part thereof :

The Management, Maintenance, and Repair of the said Railway :

The Costs and Expenses of or connected with such working, Management, Maintenance, and Repair, and the other Matters and Things herein referred to :

The forwarding, Interchange, and Transmission upon or over the Railway hereby authorized, and the respective Railways belonging to the *Great Western Railway Company*, of any Passenger or other Traffic which may be conveyed upon or from the Railway hereby authorized, to or along the said other Railways or any of them, or which may be conveyed upon or from the said other Railways or any of them to or along the Railway hereby authorized :

The Collection, Delivery, and general Conduct of such Traffic :

The fixing of the Tolls, Rates, and Charges to be levied or taken by the Company and the *Great Western Railway Company* in respect of the Traffic conveyed upon or over the Railway hereby authorized and the said other Railways or any of them, or on any Part thereof respectively, not exceeding the maximum Tolls, Rates, and Charges authorized

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authorized by the Acts of Parliament relating to such Railways respectively :

The Collection, taking, and levying of the said Tolls, Rates, and Charges :

The Use reciprocally by the Company and the *Great Western Railway Company* of their respective Lines of Railways, Stations, Booking Offices, Waiting Rooms, Watering Places, and other Accommodations thereof :

The Division between the Company and the *Great Western Railway Company* of the Receipts arising from the Traffic upon the Railway hereby authorized and the said other Railways or any of them, or any Part thereof respectively, subject to any Deductions to be made therefrom, or any Rent or other Consideration to be paid by either of the Companies Parties to the said Agreement to the other of them, by virtue of the said Agreement :

The Payments to be made by either Company to the other in respect of any of the Matters aforesaid.

Agreement to be for a Term not exceeding Ten Years, and to be approved by Board of Trade.

XLII. No such Agreement shall be for more than Ten Years, or shall have any Operation until the same shall have been approved of by the Board of Trade, or shall in any Manner alter, affect, increase, or diminish any of the Tolls, Rates, or Charges which either of the Companies Parties to the said Agreement shall for the Time being be respectively authorized and entitled to demand and receive from any Person or any other Company, but all other Persons and Companies shall, notwithstanding any such Agreement, be entitled to the Use and Benefit of the Railways to which the said Agreement may relate, upon the same Terms and Conditions, and on Payment of the same Tolls, Rates, and Charges, as they would have been in case no such Agreement had been entered into: Provided that the said Board shall not approve such Agreement without being satisfied that the same has been duly assented to by the Shareholders of the Companies Parties thereto in Special Meeting assembled for that Purpose in manner herein-after mentioned.

Appointment of Joint Committee for carrying any such Agreement into effect.

XLIII. The Company and the *Great Western Railway Company* may by any such Agreement appoint a Joint Committee, composed of such equal Number of their Directors respectively as they may think proper, and from Time to Time may alter, vary, and renew any such Committee as Occasion may require, and may regulate the Proceedings of such Committee, and delegate to such Committee all such Powers of the said Companies respectively as may be necessary for carrying into effect the Purposes of such Agreement; and every such Joint Committee so appointed shall have and may exercise the Powers so for the Time being delegated to them, in like Manner as the same might have been had and exercised by the said Companies respectively or their respective Directors: Provided that in the event of any Difference of Opinion arising
between

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between the Members appointed by and for the said Companies composing the said Joint Committee, the same shall be determined by an Arbitrator to be appointed by such Committee, or, on the Application of either Company, by an Arbitrator to be appointed by the Board of Trade.

XLIV. At the Expiration of any such Agreement the Company and the *Great Western* Railway Company, with Consent in Special Meeting of the Shareholders of such Companies respectively, in manner herein mentioned, and subject to the Approval of the Board of Trade, may enter into a further or new Agreement for all or any of the Purposes aforesaid: Provided that before such Companies shall enter into any such further or new Agreement as aforesaid they shall give Notice of their Intention to enter into such Agreement, by Advertisement, in a Form to be approved of by the Board of Trade, inserted once in each of Three successive Weeks in some Newspaper published or circulated in each County in which the Railways or the Part thereof to which such proposed Agreement relates is situated; and every such Notice shall set forth within what Time and in what Manner any Company or Person aggrieved by such proposed Agreement, and desiring to object thereto, may bring such Objections before the Board of Trade, and no such Agreement shall be valid at Law or in Equity until the same shall have been approved of by the Board of Trade.

Agreement may be renewed, with the Approval of the Board of Trade. Public Notice to be given of the Intention to enter into Agreement. Agreement inoperative until approved by the Board of Trade.

XLV. None of the said Powers and Provisions to be contained in any Agreement to be entered into under the Authority of this Act between the Company and the *Great Western* Railway Company shall have any Operation or Effect unless and until the Contracts or Arrangements intended to be made for such Purposes shall have been submitted to and approved of by a Majority of not less than Three Fifths of the Votes of the Shareholders present, personally or by Proxy, at Meetings of the Company and of the *Great Western* Railway Company respectively, specially convened for that Purpose.

Agreements not to take effect unless approved by Three Fifths of the Shareholders.

XLVI. Such Meetings shall be called by Advertisements inserted once in each of Two successive Weeks in a Morning Newspaper published in *London*, and in some Newspaper in the County or respective Counties in which the principal Office of each of the Companies Parties to the said proposed Agreement is situate, the last of which Advertisements shall be published not less than Seven Days before such respective Meetings, and also by a Circular addressed to each Shareholder entitled to vote at Meetings of the respective Companies, to be served in the Manner prescribed by "The Companies Clauses Consolidation Act, 1845," with respect to Notices requiring to be served by the Company upon the Shareholders.

Meetings how to be convened.

[Local.]

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XLVII. Under

The Faringdon Railway Act, 1860.

During Continuance of any Agreements, Tolls to be the same as on Great Western Railway.

XLVII. Under and during the Continuance in force of any Agreement entered into under the Authority of this Act for the working of the Railway hereby authorized by the *Great Western* Railway Company, the Railway hereby authorized shall in all Matters relating to Tolls and Charges be treated as Part of the *Great Western* Railway, and it shall be lawful to demand and recover for the Use of the Railway, and of Engines, Carriages, Waggon, and Trucks, and for the Conveyance of Passengers, Animals, Articles, Matters, and Things on the Railway, in lieu of the Tolls, Rates, and Charges by this Act granted, the same Tolls, Rates, and Charges as shall be leviable for the Time being by the *Great Western* Railway Company for the Use of their own Railway, and of Engines, Carriages, Waggon, and Trucks, and for the Conveyance of Passengers, Animals, Articles, Matters, and Things on their said Railway: Provided that in the Case of less Distances than Six Miles traversed partly on the Railway hereby authorized and partly on the *Great Western* Railway it shall only be lawful to demand and recover Tolls, Rates, and Charges as for Six entire Miles.

Railway not exempt from Provisions of present and future General Acts.

XLVIII. Nothing herein contained shall be held to exempt the Railway hereby authorized to be made from the Provisions of any General Act relating to Railways, or to the better or more impartial Audit of the Accounts of Railway Companies, now in force or which may hereafter pass during the present or any future Session of Parliament, or from any future Revision and Alteration, under the Authority of Parliament, of the maximum Rates of Fares and Charges or of the Rates for small Parcels authorized by this Act.

Sum deposited pursuant to Standing Orders not to be repaid, except in a certain Event.

XLIX. Whereas, pursuant to the Standing Orders of both Houses of Parliament, and to an Act of the Ninth Year of Her present Majesty, Chapter Twenty, the Sum of Two thousand two hundred and forty Pounds (being *Eight per Centum* upon the estimated Cost of the Railway) has been deposited, pursuant to the said Act, in respect of the Application to Parliament for this Act: Be it enacted, That, notwithstanding anything contained in the said Act of the Ninth Year of Her present Majesty, the said Sum of Two thousand two hundred and forty Pounds so deposited as aforesaid in respect of the Application for this Act, or the Interest or Dividends of such Sum of Money, shall not, except upon the Execution and Deposit of such Bond as herein-after mentioned, be paid or transferred to or on the Application of the Person or Persons or the Majority of the Persons named in the Warrant or Order issued in pursuance of the said Act, or the Survivors or Survivor of them, unless the Company shall, previously to the Expiration of the Period limited by this Act for the Completion of the Railway hereby authorized, either open the Railway for the public Conveyance of Passengers, or prove to the Satisfaction of the Lords of the Committee of Her Majesty's Privy Council

The Faringdon Railway Act, 1860.

Council for Trade and Foreign Plantations that the Company have paid up One Half of the Amount of the Capital by this Act authorized to be raised by means of Shares, and have expended for the Purposes of this Act a Sum equal in Amount to such One Half of the said Capital, and if the said Period shall expire before the Company shall either have opened the Railway for the public Conveyance of Passengers, or have given such Proofs as aforesaid to the Satisfaction of the Lords of the said Committee, the said Sum of Money deposited as aforesaid, and the Interest and Dividends thereof, shall immediately from and after the Expiration of the said Period be forfeited to Her Majesty, and be paid and transferred by the Officer or Person in whose Name they shall then be deposited or invested to the Account of Her Majesty's Exchequer, and when so paid and transferred shall be carried to and form Part of the Consolidated Fund of the United Kingdom of *Great Britain and Ireland*: Provided that at any Time after the passing of this Act, if a Bond in twice the Amount of the said Sum of Two thousand two hundred and forty Pounds shall have been executed by the Company, with One or more Sureties, (such Bond to be prepared to the Satisfaction of and such Surety or Sureties to be approved by the Solicitor to the Lords Commissioners of Her Majesty's Treasury,) conditioned for Payment to Her Majesty, Her Heirs or Successors, of the said Sum of Two thousand two hundred and forty Pounds if the Company shall not within the Time limited for the Completion of the Railway either open the Railway for the public Conveyance of Passengers, or prove to the Satisfaction of the Lords of the said Committee that the Company have paid up One Half of the Amount of the said Capital by this Act authorized to be raised by means of Shares, and have expended for the Purposes of this Act a Sum equal in Amount to such One Half of the said Capital; and if such Bond shall have been deposited with the said Solicitor to the said Lords Commissioners, then such Sum of Money, and the Interest or Dividends thereof, shall be paid to or on the Application of the Person or Persons or the Majority of the Persons named in such Warrant or Order as aforesaid, or the Survivors or Survivor of them, and it shall not be necessary to produce any Certificate of this Act having passed, anything in the said Act of the Ninth Year of Her present Majesty to the contrary notwithstanding; and the Monies to be recovered upon such Bond shall be dealt with in like Manner as the said Sum of Money and the Interest or Dividends thereof would have been dealt with under this Act if such Bond had not been executed and deposited as aforesaid; and the Certificate of the said Solicitor to the said Lords Commissioners that such Bond has been executed and deposited as aforesaid, and the Certificate of the Lords of the said Committee that such Proof has been given to their Satisfaction as aforesaid, shall respectively be sufficient Evidence of the Facts so certified.

L. The

The Faringdon Railway Act, 1860.

Expenses of
Act.

L. The Costs, Charges, and Expenses of applying for, obtaining, and passing this Act, and in every way preparatory or incidental thereto, shall be paid by the Company.

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